



# Grain Transportation Report

A weekly publication of the Transportation and Marketing Programs/Transportation Services Division  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

Contact Us

Oct. 31, 2013

## WEEKLY HIGHLIGHTS

### Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

Data Links

Specialists

Subscription  
Information

The next  
release is  
Nov. 7, 2013

#### GTR Website Data Are Updated for the Shutdown Period

Most of the GTR data provided on our website have been backfilled for the period during the government shutdown. To view the GTR datasets, visit: <http://www.ams.usda.gov/AMSv1.0/ams.Data>

#### Barge Traffic Mostly Soybeans While Harvest Progresses at Average Pace

As of October 27, 77 percent of the nation's soybean crop has been harvested, exactly on pace with the 5-year average. Major soybean producing States with less than 50 percent harvested crop include Kentucky (36 percent), North Carolina (11 percent), and Tennessee (36 percent). Soybean export demand has increased soybean's share of total barge movements. For the week ending October 26, 69 percent of barge movements were soybeans, higher than the the 5-year average of 55 percent for the same period. The corn harvest is 59 percent complete, near the 5-year average of 62 percent. Major corn producing States with less than 50 percent harvested crop include Michigan (31 percent), Minnesota (48 percent), North Dakota (33 percent), South Dakota (49 percent), and Wisconsin (39 percent).

#### Slow Rail Service for Start of Record Harvest Boosts Secondary Railcar Bids

Secondary railcar costs have risen because of slower than normal rail service in the Western United States. Slower rail service is due to several factors, including strong export demand for soybeans and wheat, a record harvest compressed into a shorter time period, and weather-delayed track upgrades on one of the western rail companies. During the week ending October 24, non-shuttle secondary railcar market bids were trading at an average premium of \$416.50 per car for November delivery. Shuttle secondary railcar market bids were trading at an average premium of \$1,100. In comparison from a year ago, November 2012 non-shuttle bids averaged a discount of only \$1 per car, while shuttle bids averaged a premium of \$67.

#### Soybean Inspections Boost Total Grain Exports

For the week ending October 24, total inspections of soybeans reached 2.27 million metric tons (mmt), up 40 percent from the previous week, and a record high for weekly soybean inspections. Inspections of soybeans to Asia continued to increase, boosting **total inspections of grain** (corn, wheat, and soybeans) for export from all major port regions to 3.37 mmt, up 13 percent from the past week and 40 percent above the same time last year. Total grain inspections were also the highest on record and were 32 percent above the 3-year average. Pacific Northwest grain inspections increased 15 percent from the past week; Mississippi Gulf inspections increased 6 percent. Total corn inspections were down 17 percent from the previous week but remained above the 4-week average. Wheat inspections dropped 21 percent from the past week; the lowest since June 20.

### Snapshots by Sector

#### **Rail**

U.S. railroads originated 22,360 **carloads of grain** during the week ending October 19, up 3 percent from last week, up 9 percent from last year, and down 7 percent from the 3-year average.

During the week ending October 24, average November non-shuttle **secondary railcar bids/offers per car** were \$416.50 above tariff, up \$166.50 from last week and \$428.50 higher than last year. Average shuttle bids/offers were \$1100 above tariff, up \$225 from last week and \$1312.50 higher than last year.

#### **Barge**

During the week ending October 28, **barge grain movements** totaled 844,498 tons, 6.2 percent higher than the previous week and 63.5 percent higher than the same period last year.

During the week ending October 28, 533 grain barges **moved down river**, up 5 percent from last week; 813 grain barges were **unloaded in New Orleans**, up 4.2 percent from the previous week.

#### **Ocean**

During the week ending October 24, 44 **ocean-going grain vessels** were loaded in the Gulf, 13 percent more than the same period last year. Sixty-three vessels are expected to be loaded within the next 10 days, 11 percent more than the the same period last year.

During the week ending October 25, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$55 per mt, down 1 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$31 per mt, down 3 percent from the previous week.

#### **Fuel**

During the week ending October 28, U.S. average **diesel fuel prices** decreased 2 cents from the previous week to \$3.87 per gallon—16 cents lower than the same week last year.

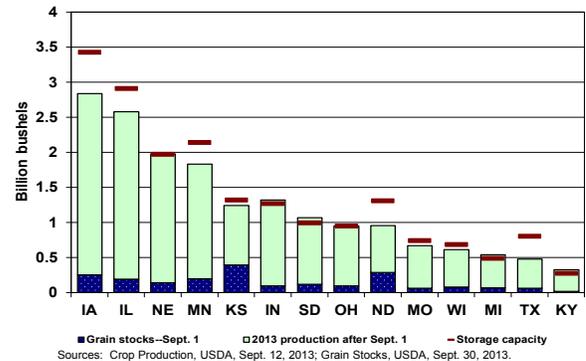
## Grain Transportation Update

Producers are harvesting record yields for corn and soybeans, exceeding the USDA September forecasts in many locations. Temporary and emergency grain storage is needed in States where supply has exceeded storage capacity. This, in turn, is increasing demand for barge and rail transportation, which are already experiencing increased grain volumes as a result of the harvest. Water levels on the Mississippi River are lower than average, causing some concern for barge traffic during harvest. Meanwhile, the record corn harvest, strong export demand for soybeans and wheat, and slower rail service are creating a huge premium for securing adequate railcars in both the non-shuttle and shuttle markets.

### Grain Storage Capacity Stretched by Record Harvest

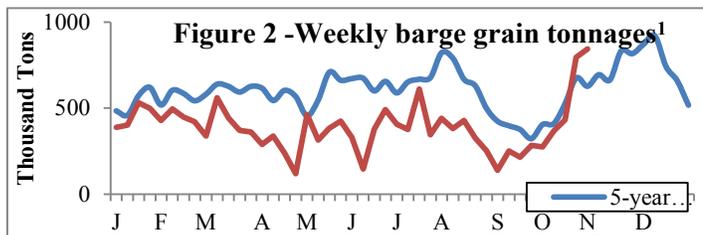
USDA's September Crop Production forecasts a record 13.8 billion bushel corn crop and a 3.15 billion bushel soybean crop. Yields in many States have already exceeded the early preliminary forecasts, indicating that temporary and emergency grain storage will be needed as the harvest proceeds. Based upon these early preliminary estimates, temporary and emergency grain storage methods for grain supply in excess of storage capacity are expected to be needed in the States of Nebraska, Indiana, South Dakota, Ohio, Michigan, and Kentucky (figure 1). In addition, both the size and compressed duration of the harvest could stretch the capacity of rail and barge transportation, further increasing demand for temporary and emergency grain storage.

Figure 1: Grain Production, Stocks and Storage



### Barge Movements Increase with Major Harvest Activities

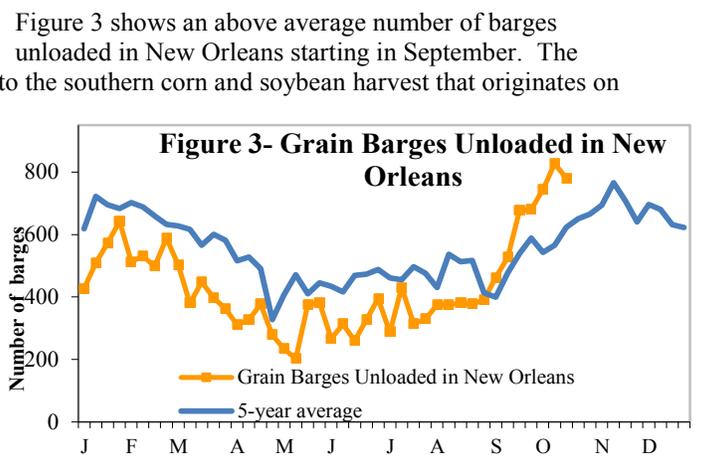
Beginning in September, downbound barge movements on the locking sections of the river system<sup>1</sup> steadily increased and began to follow seasonal trends (see figure 2). There were significant increases for the 14-day period ending October 26 with barge movements averaging 820,000 tons per week, up considerably from the 5-year average for the same period of 651,000 tons per week. However, year-to-date totals for the barge movements are 16.8 million tons, 30 percent lower than last year and 33 percent lower than the 5-year average.



increase in the number of unloaded barges can mostly be attributed to the southern corn and soybean harvest that originates on the non-locking section of the lower Mississippi River.

However, some of the increase can be attributed to an increase in barge movements from the locking portions of the river. The southern harvest is not counted in the weekly locking barge grain tonnages reported by AMS from data collected by the U.S. Army Corps of Engineers.

Weekly barge movements before the 2013 harvest were considerably lower than the 5-year average. The amount of available grain to be loaded onto barges for export had been limited by drought-reduced yields in 2012 and weak foreign demand for U.S. grains. However, there were some late-summer upbound grain movements, as southern new crop moved to alleviate supply shortages in northern areas experiencing a late corn-harvest. For the 8-week period from August 4 to



Source: Data provided by Grain Inspection, Packers & Stockyards Administration

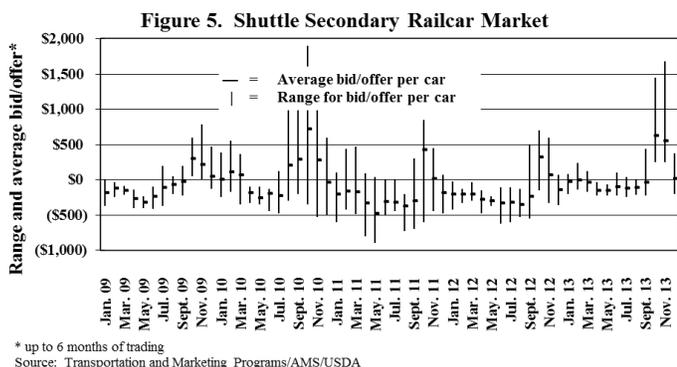
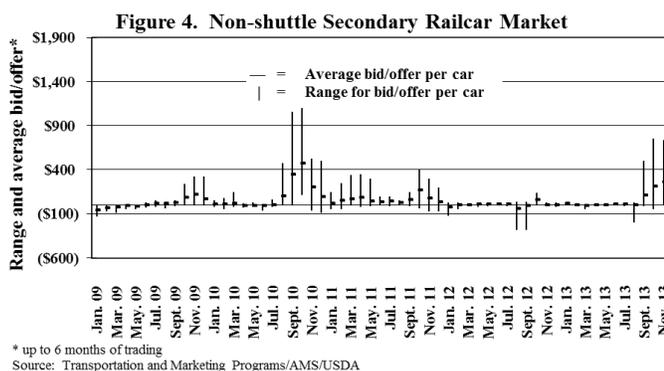
<sup>1</sup> As measured by downbound tonnages at Mississippi River Locks 27, Ohio River Locks and Dam 52, and Arkansas River Lock and Dam 1. Data is provided to the USDA by the U.S. Army Corps of Engineers.

September 28, about 76,000 tons of corn and soybeans moved upbound per week. This is atypical as local old crop grain in the Cornbelt States can usually supply the needs of Midwest buyers during the pre-harvest period. However, during the same 8-week period, there were also about 130,000 tons of corn and soybeans and 139,000 tons of wheat that moved downbound per week.

Barge operators have expressed some concern that there will be limited water levels in the Mississippi River during the harvest season, which may result in light loading and potential delays. However, as of October 31, a large weather system will bring heavy precipitation to the Ohio and Lower Mississippi River Valleys. This may alleviate some concerns for the near future regarding limited river levels. Throughout the year, there have been significant extremes in water levels on the Mississippi River. Water levels in St. Louis, MO, started the year with extreme drought conditions and changed to flood conditions (above 30 feet) by mid-Summer. River levels then drastically declined back to drought conditions just before harvest season. Late October barge rates have been influenced by the low water conditions, but not as severely as the extremely low water conditions that existed this time last year. St. Louis barge rates have averaged \$22.50 per ton for the last half of October, compared to \$24.86 per ton last year.

### Secondary Railcar Market Intensifies

Weekly graincar loadings averaged about 4,000 carloads less than the 3-year average for the first 39 weeks of 2013. However, the gap has narrowed significantly since then, with carloads for the week ending October 19 (22,360), only 156 below the 3-year average. Tight grain supplies following last year's harvest kept weekly carloadings below average. However, a record corn harvest, strong export demand for soybeans and wheat, and slower rail service due to track maintenance are creating a huge premium for securing adequate railcars in both the non-shuttle and shuttle markets. Not since the fall harvest of 2010 when the Russian grain export ban unexpectedly increased demand for domestic rail capacity have bids in the secondary rail market commanded such high premiums (figures 4 and 5). The most recent secondary bids/offers for delivery of empty railcars in November are trading at \$416 on average and as high as \$733 for non-shuttle trains and at \$1,100 on average and as high as \$1,675 for shuttle trains. In comparison, bids/offers reached a high of \$1,100 for non-shuttle trains and a high of \$1,900 for shuttle trains during October 2010.



### Increased Bulk Shipments Pushed Up Ocean Freight Rates

Ocean freight rates for shipping bulk commodities, including grain, increased between the second and third quarters of 2013 due to increased iron ore imports by China and a surge in U.S. grain exports. The cost of shipping grain through the U.S. Gulf to Japan was \$47.79 per metric ton (mt)—4 percent more than the previous quarter, but 3 percent less than a year ago and 13 percent below the 4-year average. The cost of shipping from the Pacific Northwest to Japan was \$26.63 per mt—11 percent more than the previous quarter, 1 percent over a year ago, and 12 percent less than the 4-year average. As of September, 539 dry bulk vessels were delivered so far this year, representing 44.5 million deadweight tons (mdwt) of capacity. Of the newly delivered vessels, 177 were Panamaxs, representing 14.4 mdwt of capacity.

### Diesel Fuel Prices Slow After Volatile End of Summer

Over the past quarter, weekly on-highway diesel fuel prices have fallen 4 cents, landing at \$3.87 per gallon during the week ending October 28. Most of this decrease was in the past 7 weeks after a sharp increase in late August in response to disruptions to oil production in Liberia and other oil producing nations. The oil market has since slowed; the EIA reports, “the return of some Libyan production and declining refinery runs during September helped put downward pressure on crude oil prices.” Diesel fuel along with crude oil prices are forecast to continue to decline through the end of the year. EIA projects diesel fuel prices to average \$3.93 per gallon in 2013 and \$3.76 per gallon in 2014.

[GTRContactUs@ams.usda.gov](mailto:GTRContactUs@ams.usda.gov)

# Grain Transportation Indicators

## Grain Transport Cost Indicators<sup>1</sup>

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
10/30/13	260	262	261	343	246	220
10/23/13	261	253	252	356	248	227

<sup>1</sup>Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

### Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)

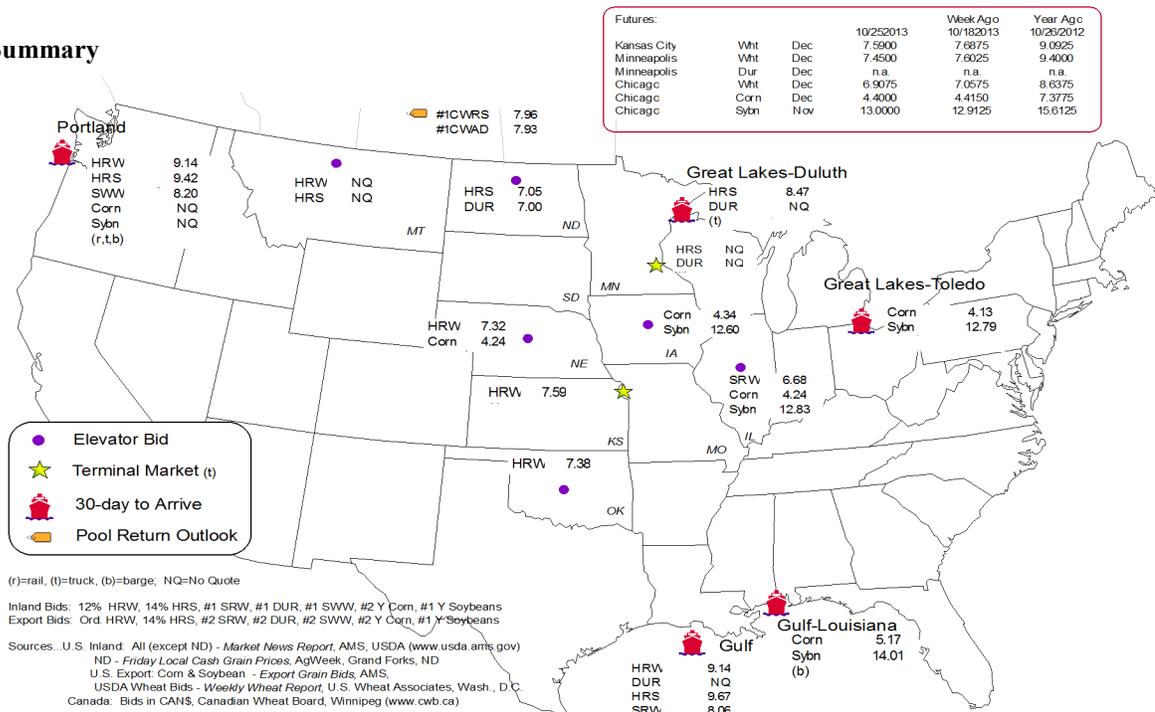
Commodity	Origin--Destination	10/25/2013	10/18/2013
Corn	IL--Gulf	-0.93	-0.93
Corn	NE--Gulf	-0.93	-0.89
Soybean	IA--Gulf	-1.41	-1.42
HRW	KS--Gulf	-1.55	-1.55
HRS	ND--Portland	-2.37	-2.34

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1  
Grain bid Summary



# Rail Transportation

Table 3

## Rail Deliveries to Port (carloads)<sup>1</sup>

Week ending	Mississippi		Pacific	Atlantic &		Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf				
10/23/2013 <sup>p</sup>	1,877	1,101	5,973	1,365		10,316	10/19/13	1,799
10/16/2013 <sup>r</sup>	1,928	1,130	5,482	1,346		9,886	10/12/13	1,990
2013 YTD <sup>r</sup>	15,698	61,580	114,714	14,398		206,390	2013 YTD	54,074
2012 YTD <sup>r</sup>	13,050	34,181	164,931	15,615		227,777	2012 YTD	79,928
2013 YTD as % of 2012 YTD	120	180	70	92		91	% change YTD	68
Last 4 weeks as % of 2012 <sup>2</sup>	107	181	126	122		128	Last 4wks % 2012	107
Last 4 weeks as % of 4-year avg. <sup>2</sup>	121	109	124	143		123	Last 4wks % 4 yr	108
Total 2012	22,604	40,780	199,419	39,057		287,462	Total 2012	92,008
Total 2011	27,358	77,515	191,187	24,088		320,148	Total 2011	97,118

<sup>1</sup> Data is incomplete as it is voluntarily provided

<sup>2</sup> Compared with same 4-weeks in 2012 and prior 4-year average.

<sup>3</sup> Cross-border weekly data is approximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

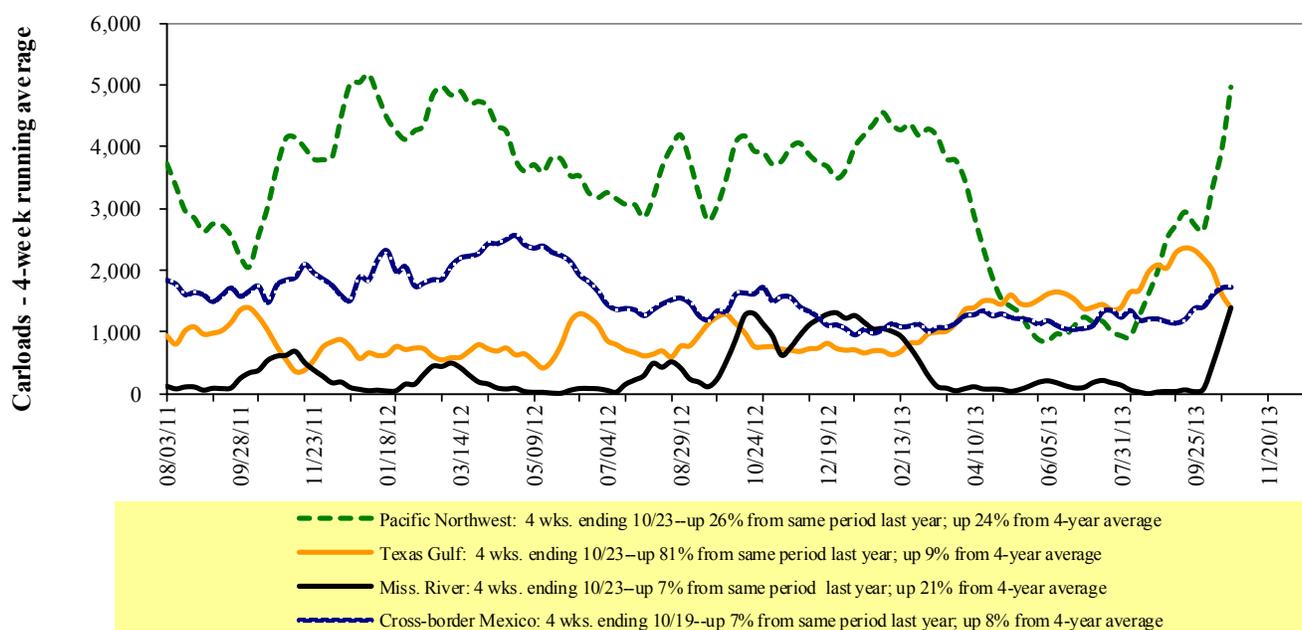
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 29 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

## Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

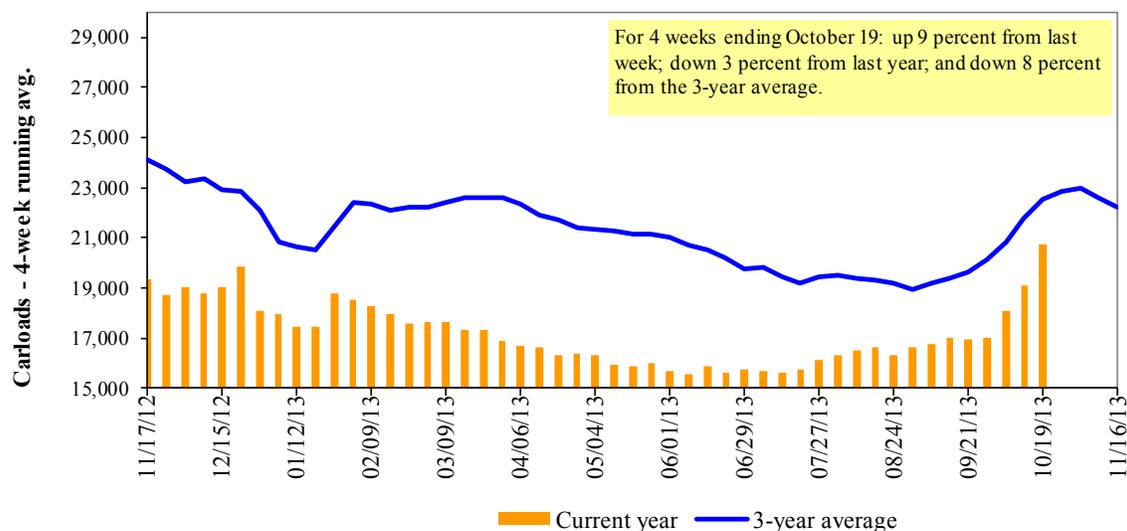
Table 4

**Class I Rail Carrier Grain Car Bulletin (grain carloads originated)**

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
10/19/13	2,580	4,077	9,585	1,099	5,019	22,360	5,269	6,367
This week last year	2,044	2,749	11,126	712	3,837	20,468	4,347	5,871
2013 YTD	60,926	101,361	364,749	25,156	165,765	717,957	142,861	217,700
2012 YTD	68,935	116,034	416,652	21,624	207,201	830,446	162,358	205,218
2013 YTD as % of 2012 YTD	88	87	88	116	80	86	88	106
Last 4 weeks as % of 2012	131	117	83	205	99	97	121	110
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	105	102	85	141	82	90	122	116
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

<sup>1</sup>As a percent of the same period in 2009 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

**Figure 3****Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads

Table 5

**Railcar Auction Offerings<sup>1</sup> (\$/car)<sup>2</sup>**

Week ending	Delivery period							
	Nov-13	Nov-12	Dec-13	Dec-12	Jan-14	Jan-13	Feb-14	Feb-13
<b>10/24/2013</b>								
BNSF <sup>3</sup>								
COT grain units	no offer	0	no offer	no bids	151	no bids	108	no bids
COT grain single-car <sup>5</sup>	no offer	0 . . 6	no offer	1	10 . . 52	0 . . 2	2 . . 17	no bids
UP <sup>4</sup>								
GCAS/Region 1	52	no bids	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	152	no bids	no bids	no bids	no bids	no bids	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

<sup>3</sup>BNSF - COT = Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

<sup>4</sup>UP - GCAS = Grain Car Allocation System

  Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

  Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

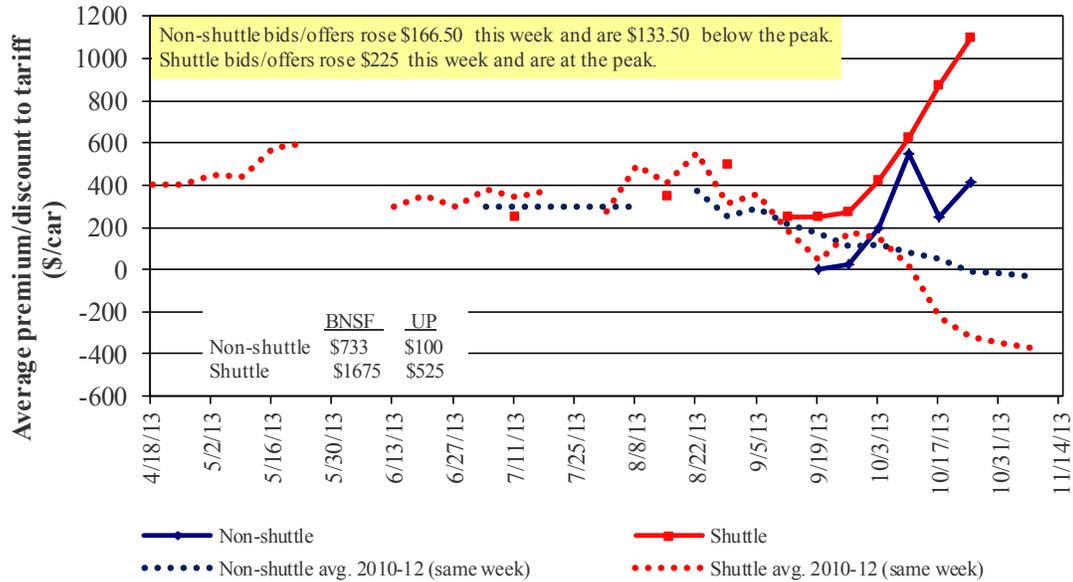
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

**Bids/Offers for Railcars to be Delivered in November 2013, Secondary Market**

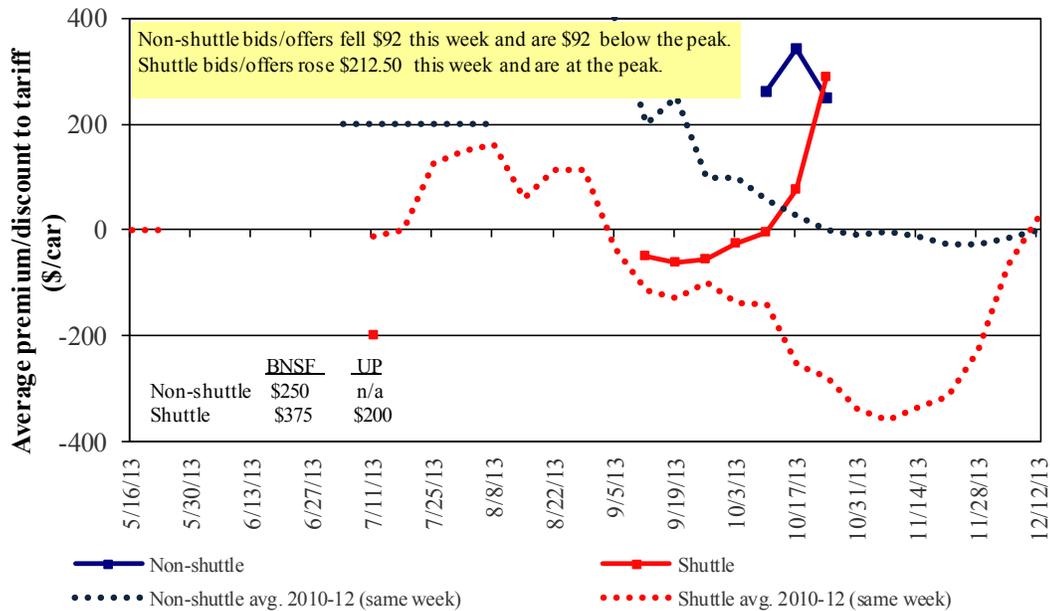


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in December 2013, Secondary Market**

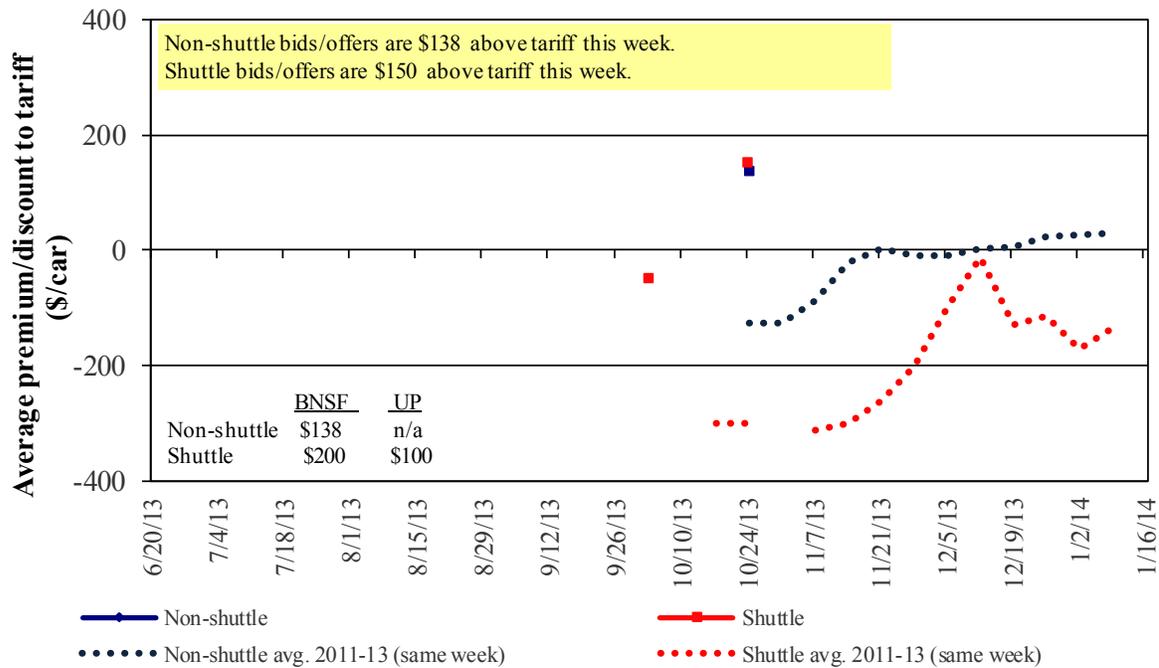


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in January 2014, Secondary Market**



Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

Week ending	Delivery period					
	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14
<b>Non-shuttle</b>						
BNSF-GF	733	250	138	n/a	n/a	n/a
Change from last week	733	(92)	n/a	n/a	n/a	n/a
Change from same week 2012	733	250	n/a	n/a	n/a	n/a
UP-Pool	100	n/a	n/a	n/a	n/a	n/a
Change from last week	100	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	100	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	1,675	375	200	n/a	n/a	n/a
Change from last week	450	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	1,850	575	n/a	n/a	n/a	n/a
UP-Pool	525	200	100	n/a	n/a	n/a
Change from last week	-	125	n/a	n/a	n/a	n/a
Change from same week 2012	775	525	n/a	n/a	n/a	n/a

<sup>1</sup>Average premium/discount to tariff, \$/car-last week

<sup>2</sup>Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from James B. Joiner Co., Tradewest Brokerage Co.

Table 7

**Tariff Rail Rates for Unit and Shuttle Train Shipments<sup>1</sup>**

Effective date:						Percent	
10/1/2013	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		change Y/Y <sup>3</sup>
					metric ton	bushe <sup>l</sup> <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,191	\$187	\$33.55	\$0.91	1
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$107	\$36.78	\$1.00	4
	Wichita, KS	Los Angeles, CA	\$6,244	\$551	\$67.48	\$1.84	3
	Wichita, KS	New Orleans, LA	\$3,808	\$329	\$41.09	\$1.12	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$452	\$62.33	\$1.70	4
	Northwest KS	Galveston-Houston, TX	\$4,076	\$361	\$44.06	\$1.20	4
	Amarillo, TX	Los Angeles, CA	\$4,275	\$502	\$47.44	\$1.29	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$372	\$35.39	\$0.90	2
	Toledo, OH	Raleigh, NC	\$4,686	\$416	\$50.66	\$1.29	3
	Des Moines, IA	Davenport, IA	\$2,078	\$79	\$21.42	\$0.54	3
	Indianapolis, IN	Atlanta, GA	\$4,061	\$312	\$43.43	\$1.10	3
	Indianapolis, IN	Knoxville, TN	\$3,469	\$200	\$36.44	\$0.93	3
	Des Moines, IA	Little Rock, AR	\$3,218	\$232	\$34.26	\$0.87	2
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,215	\$675	\$58.49	\$1.49	2
	Minneapolis, MN	New Orleans, LA	\$3,534	\$402	\$39.09	\$1.06	7
	Toledo, OH	Huntsville, AL	\$3,687	\$295	\$39.55	\$1.08	3
	Indianapolis, IN	Raleigh, NC	\$4,756	\$419	\$51.39	\$1.40	3
	Indianapolis, IN	Huntsville, AL	\$3,379	\$200	\$35.54	\$0.97	3
Champaign-Urbana, IL	New Orleans, LA	\$3,748	\$372	\$40.92	\$1.11	3	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$317	\$39.67	\$1.08	5
	Wichita, KS	Galveston-Houston, TX	\$3,798	\$247	\$40.16	\$1.09	4
	Chicago, IL	Albany, NY	\$3,950	\$390	\$43.10	\$1.17	4
	Grand Forks, ND	Portland, OR	\$5,159	\$547	\$56.67	\$1.54	3
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$570	\$66.08	\$1.80	1
	Northwest KS	Portland, OR	\$5,043	\$592	\$55.95	\$1.52	4
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$666	\$56.27	\$1.43	3
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$610	\$55.31	\$1.41	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,011	\$372	\$33.60	\$0.85	4
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$356	\$38.39	\$0.98	5
	Des Moines, IA	Amarillo, TX	\$3,590	\$291	\$38.54	\$0.98	4
	Minneapolis, MN	Tacoma, WA	\$5,000	\$661	\$56.22	\$1.43	3
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,400	\$684	\$50.48	\$1.28	3
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$610	\$60.88	\$1.66	2
	Minneapolis, MN	Portland, OR	\$5,530	\$666	\$61.53	\$1.67	3
	Fargo, ND	Tacoma, WA	\$5,430	\$543	\$59.31	\$1.61	3
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$429	\$45.72	\$1.24	7
	Toledo, OH	Huntsville, AL	\$2,862	\$295	\$31.35	\$0.85	3
Grand Island, NE	Portland, OR	\$5,110	\$606	\$56.76	\$1.54	-2	

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

<sup>2</sup>Approximate load per car = 111 short tons (100.7 metric tons): corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

<sup>3</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: [www.bnsf.com](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://www.uprr.com)

\*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

**Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico**

Effective date: 10/1/2013

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$6,360	\$579	\$70.90	\$1.93	-17
	OK	Cuautitlan, EM	\$6,357	\$703	\$72.13	\$1.96	-7
	KS	Guadalajara, JA	\$8,293	\$679	\$91.68	\$2.49	10
	TX	Salinas Victoria, NL	\$2,898	\$265	\$32.31	\$0.88	-21
Corn	IA	Guadalajara, JA	\$7,974	\$799	\$89.63	\$2.27	3
	SD	Celaya, GJ <sup>5</sup>	\$7,656	\$757	\$85.97	\$2.18	n/a
	NE	Queretaro, QA	\$7,317	\$710	\$82.01	\$2.08	2
	SD	Salinas Victoria, NL	\$5,880	\$576	\$65.96	\$1.67	2
	MO	Tlalnepantla, EM	\$6,755	\$689	\$76.06	\$1.93	2
	SD	Torreon, CU	\$6,722	\$634	\$75.16	\$1.91	2
Soybeans	MO	Bojay (Tula), HG	\$7,868	\$674	\$87.27	\$2.37	3
	NE	Guadalajara, JA	\$8,447	\$771	\$94.18	\$2.56	3
	IA	El Castillo, JA	\$8,855	\$753	\$98.17	\$2.67	3
	KS	Torreon, CU	\$6,864	\$478	\$75.01	\$2.04	3
Sorghum	TX	Guadalajara, JA	\$6,764	\$493	\$74.15	\$1.88	1
	NE	Celaya, GJ <sup>5</sup>	\$7,272	\$688	\$81.32	\$2.06	n/a
	KS	Queretaro, QA	\$7,005	\$432	\$75.98	\$1.93	8
	NE	Salinas Victoria, NL	\$5,628	\$506	\$62.67	\$1.59	7
	NE	Torreon, CU	\$6,328	\$564	\$70.42	\$1.79	3

<sup>1</sup>Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75–110 cars that meet railroad efficiency requirements.

<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

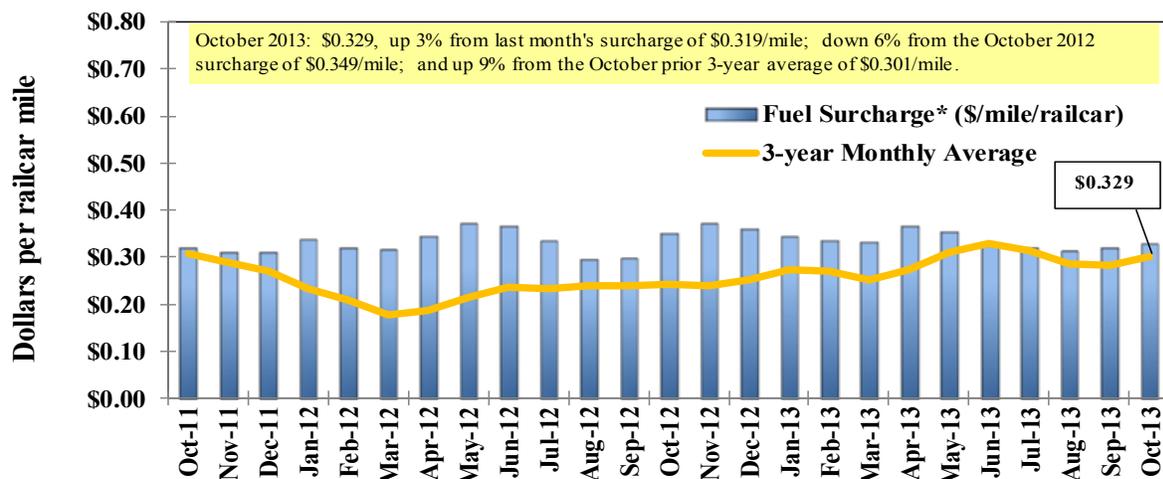
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<sup>4</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

<sup>5</sup>Beginning 11/1/12, Celaya, GJ, replaced Penjamo, GJ, as the destination.

Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

Figure 7

**Railroad Fuel Surcharges, North American Weighted Average<sup>1</sup>**

<sup>1</sup> Weighted by each Class I railroad's proportion of grain traffic for the prior year.

\* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

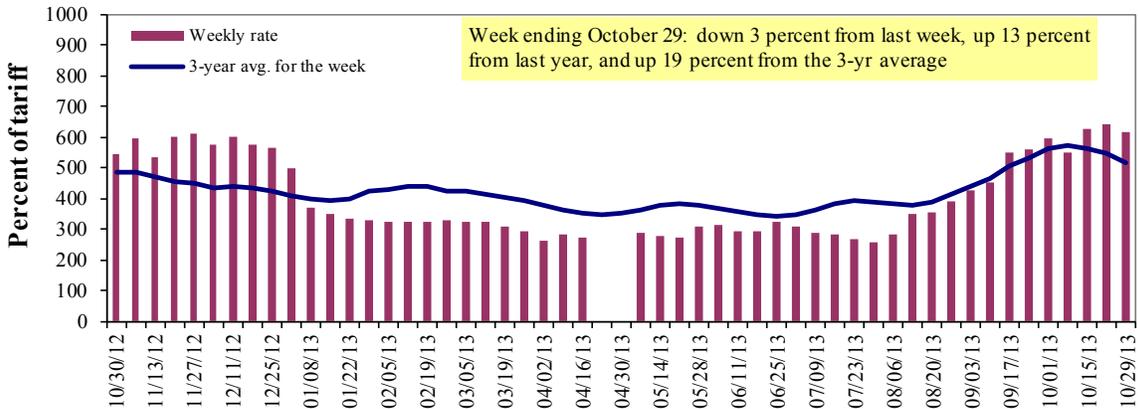
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.esx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

# Barge Transportation

Figure 8

## Illinois River Barge Freight Rate<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

## Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	10/29/2013	563	592	618	560	725	725	600
	10/22/2013	617	631	641	568	694	694	512
<b>\$/ton</b>	10/29/2013	34.85	31.49	28.68	22.34	34.00	29.29	18.84
	10/22/2013	38.19	33.57	29.74	22.66	32.55	28.04	16.08
<b>Current week % change from the same week:</b>								
	Last year	-9	8	13	-12	28	28	-3
	3-year avg. <sup>2</sup>	-6	5	19	15	38	38	32
<b>Rate<sup>1</sup></b>	November	563	550	542	475	557	557	430
	January	--	--	442	362	410	410	322

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds

Source: Transportation & Marketing Programs/AMS/USDA

### Calculating barge rate per ton:

(Index \* 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Figure 9

### Benchmark tariff rates

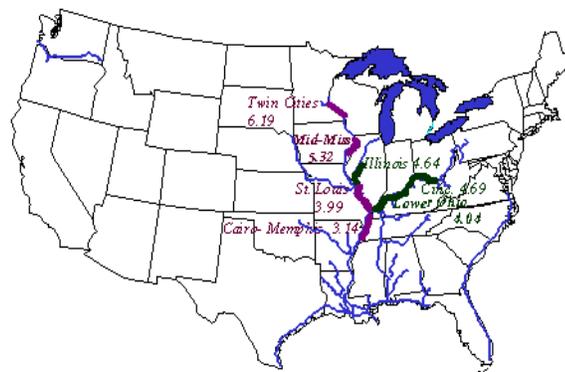
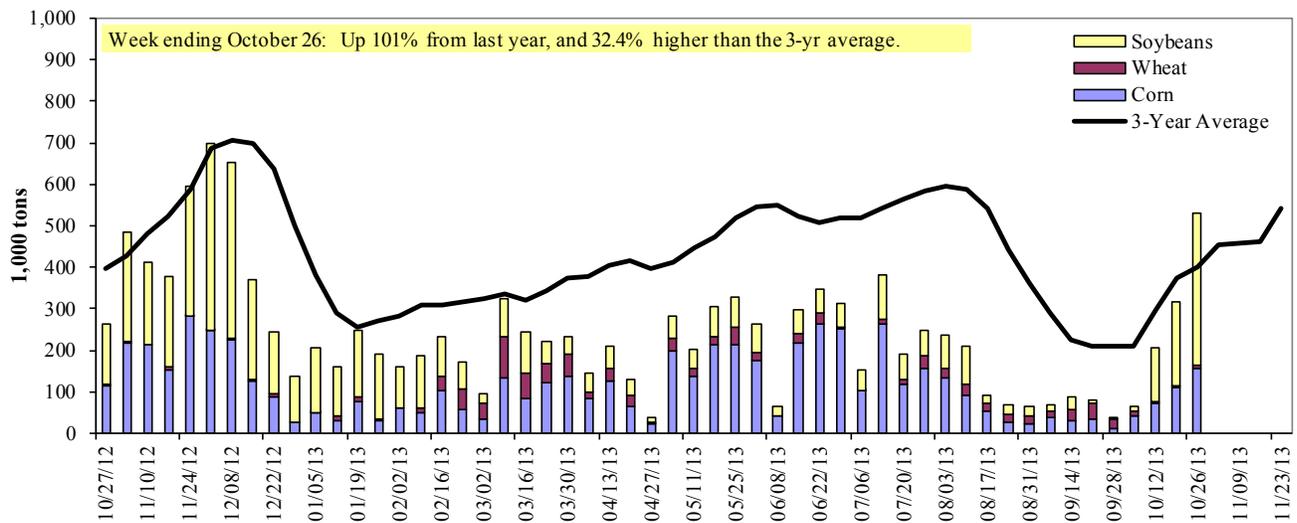


Figure 10

**Barge Movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

**Barge Grain Movements (1,000 tons)**

Week ending 10/26/2013	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	21	2	171	0	193
Winfield, MO (L25)	50	5	252	0	306
Alton, IL (L26)	141	6	334	0	481
Granite City, IL (L27)	156	6	369	0	531
<b>Illinois River (L8)</b>	47	2	74	0	122
<b>Ohio River (L52)</b>	88	2	160	2	251
<b>Arkansas River (L1)</b>	4	7	46	4	62
Weekly total - 2013	249	15	575	6	844
Weekly total - 2012	148	19	349	2	517
2013 YTD <sup>1</sup>	6,725	3,925	5,939	183	16,771
2012 YTD	12,868	1,649	8,933	214	23,665
2013 as % of 2012 YTD	52	238	66	85	71
Last 4 weeks as % of 2012 <sup>2</sup>	169	147	90	211	116
Total 2012	14,837	1,794	12,663	229	29,523

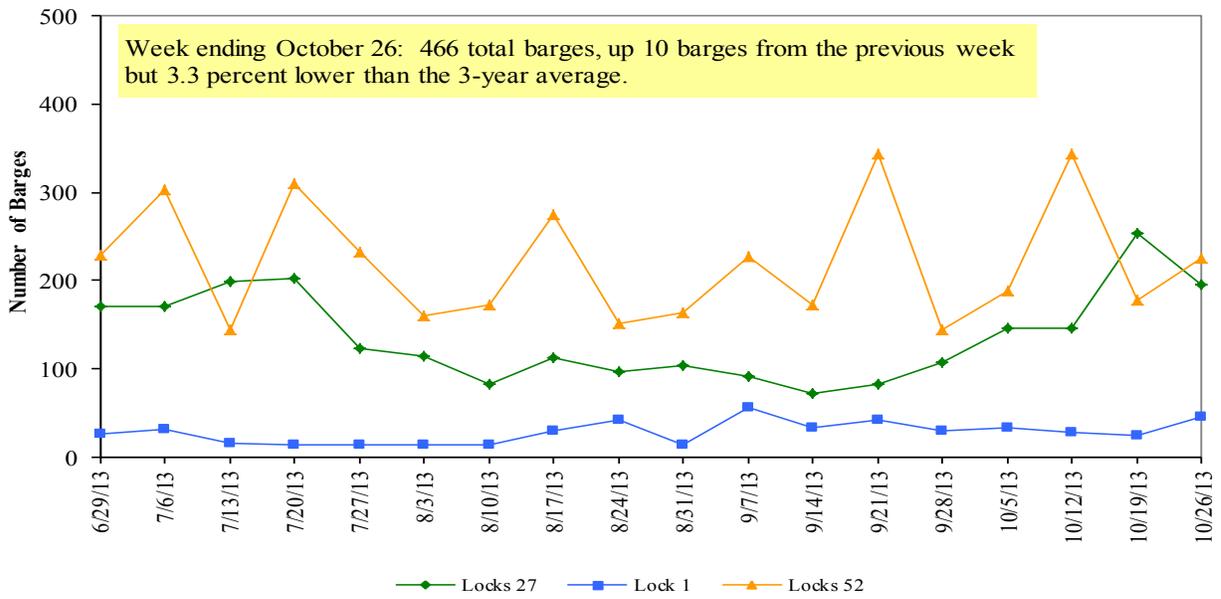
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

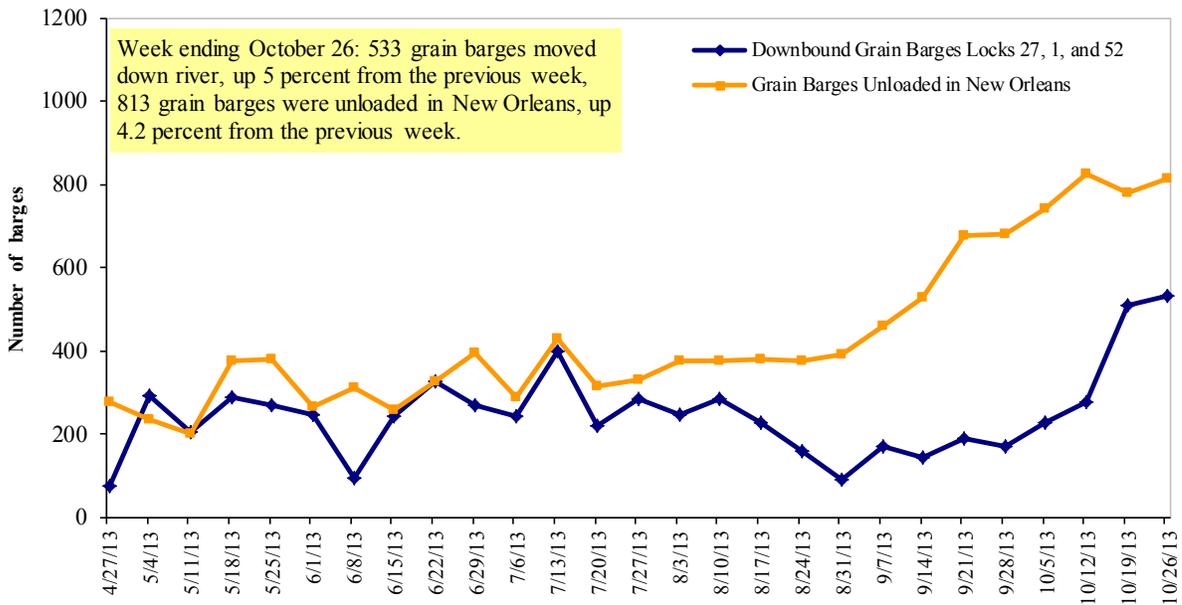
Source: U.S. Army Corps of Engineers

**Figure 11**  
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**



Source: U.S. Army Corps of Engineers

**Figure 12**  
**Grain Barges for Export in New Orleans Region**



Source: U.S. Army Corps of Engineers and GIPSA

# Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 10/28/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.889	-0.016	-0.147
	New England	4.020	-0.012	-0.185
	Central Atlantic	3.951	-0.010	-0.198
	Lower Atlantic	3.818	-0.022	-0.103
II	Midwest <sup>2</sup>	3.837	-0.016	-0.147
III	Gulf Coast <sup>3</sup>	3.783	-0.017	-0.162
IV	Rocky Mountain	3.865	-0.010	-0.330
V	West Coast	4.036	-0.013	-0.151
	West Coast less California	3.941	-0.013	-0.151
	California	4.117	-0.012	-0.151
Total	U.S.	3.870	-0.016	-0.160

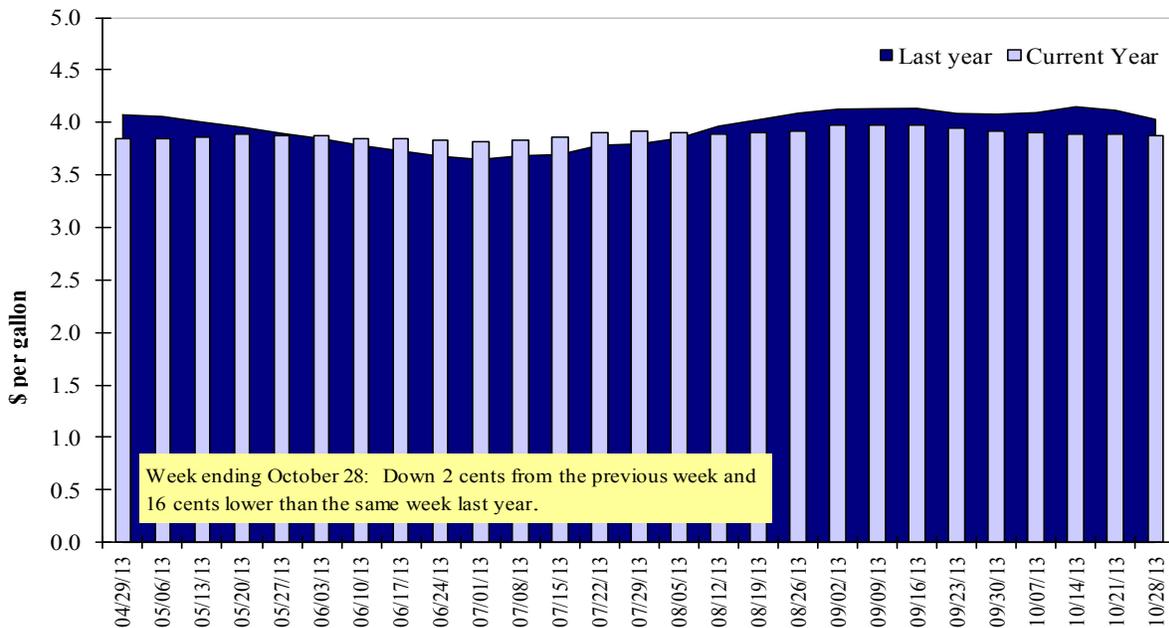
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

Source: Energy Information Administration/U.S. Department of Energy ([www.eia.doe.gov](http://www.eia.doe.gov))

Figure 13

## Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

# Grain Exports

Table 12

## U.S. Export Balances and Cumulative Exports (1,000 metric tons)

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
10/24/2013	1,630	1,140	1,322	957	72	5,120	16,105	25,287	46,512
This week year ago	1,510	611	1,252	829	95	4,296	7,195	17,699	29,190
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2013/14 YTD	6,065	4,837	2,502	1,790	178	15,371	4,428	6,942	26,741
2012/13 YTD	4,207	1,452	2,601	1,908	241	10,410	3,716	8,057	22,183
YTD 2013/14 as % of 2012/13	144	333	96	94	n/a	148	119	86	121
Last 4 wks as % of same period 2012/13	54	114	51	55	42	61	103	72	78
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254

<sup>1</sup> Current unshipped export sales to date

<sup>2</sup> Shipped export sales to date; new marketing year in effect for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA ([www.fas.usda.gov](http://www.fas.usda.gov))

Table 13

## Top 5 Importers<sup>1</sup> of U.S. Corn

Week ending 10/24/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	3,075	3,117	(1)	7,000
Mexico	5,863	2,677	119	4,370
China	4,442	918	384	2,450
Venezuela	232	194	19	1,158
Taiwan	284	181	57	512
<b>Top 5 Importers</b>	<b>13,894</b>	<b>7,086</b>	<b>96</b>	<b>15,490</b>
<b>Total US corn export sales</b>	<b>20,533</b>	<b>10,911</b>	<b>88</b>	<b>18,670</b>
% of Projected	66%	58%		
Change from prior week	n/a	n/a		
<b>Top 5 importers' share of U.S. corn export sales</b>	68%	65%		83%
<b>USDA forecast, September 2013</b>	<b>31,120</b>	<b>18,670</b>	<b>67</b>	
<b>Corn Use for Ethanol USDA forecast, September 2013</b>	<b>124,460</b>	<b>118,110</b>	<b>5</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
<http://www.fas.usda.gov/esrquery/>

<sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm) (Carry-over plus Accumulated Exports)

### Top 5 Importers<sup>1</sup> of U.S. Soybeans

Week Ending 10/24/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	20,090	15,724	28	21,522
Mexico	1,086	962	13	2,565
Japan	713	354	101	1,751
Indonesia	668	394	70	1,682
Taiwan	758	584	30	1,120
<b>Top 5 importers</b>	<b>23,315</b>	<b>18,018</b>	<b>29</b>	<b>28,641</b>
<b>Total US soybean export sales</b>	<b>32,229</b>	<b>25,755</b>	<b>25</b>	<b>37,060</b>
% of Projected	86%	72%		
Change from prior week	n/a	n/a		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>72%</b>	<b>70%</b>		
<b>USDA forecast, September 2013</b>	<b>37,290</b>	<b>35,790</b>	<b>4</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>

<sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm). (Carryover plus Accumulated Exports)

n/a, data not available due to two week government shutdown

Table 15

### Top 10 Importers<sup>1</sup> of All U.S. Wheat

Week Ending 10/24/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,454	1,956	(26)	3,544
Nigeria	1,568	1,763	(11)	3,002
Mexico	1,913	1,969	(3)	2,761
Philippines	1,122	1,341	(16)	1,965
Egypt	131	58	125	1,678
Korea	831	950	(13)	1,385
Taiwan	515	654	(21)	1,038
China	4,025	410	882	743
Brazil	3,122	46	6686	527
Colombia	439	370	19	600
<b>Top 10 importers</b>	<b>15,119</b>	<b>9,517</b>	<b>59</b>	<b>17,243</b>
<b>Total US wheat export sales</b>	<b>19,183</b>	<b>13,061</b>	<b>47</b>	<b>26,348</b>
% of Projected	64%	48%		
Change from prior week	n/a	n/a		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>79%</b>	<b>73%</b>		<b>65%</b>
<b>USDA forecast, September 2013</b>	<b>29,940</b>	<b>27,420</b>	<b>9</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year = Jun 1 - May 31.

<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>

<sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm).

Table 16

**Grain Inspections for Export by U.S. Port Region (1,000 metric tons)**

Port regions	Week ending 10/24/13	Previous Week <sup>1</sup>	Current Week as % of Previous	2013 YTD <sup>1</sup>	2012 YTD <sup>1</sup>	2013 YTD as % of 2012 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2012
							2012	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	193	134	145	10,136	11,100	91	168	126	12,625
Corn	2	2	92	1,385	5,005	28	400	15	5,512
Soybeans	680	625	109	5,390	7,453	72	57	66	10,347
<b>Total</b>	<b>875</b>	<b>761</b>	<b>115</b>	<b>16,911</b>	<b>23,557</b>	<b>72</b>	<b>87</b>	<b>86</b>	<b>28,484</b>
<b>Mississippi Gulf</b>									
Wheat	60	238	25	8,906	4,731	188	308	308	5,462
Corn	535	635	84	11,103	15,862	70	146	95	18,068
Soybeans	1,074	705	152	11,772	15,760	75	84	101	24,684
<b>Total</b>	<b>1,669</b>	<b>1,579</b>	<b>106</b>	<b>31,782</b>	<b>36,354</b>	<b>87</b>	<b>117</b>	<b>111</b>	<b>48,215</b>
<b>Texas Gulf</b>									
Wheat	176	148	119	7,937	5,138	154	149	112	5,912
Corn	0	0	n/a	163	336	49	0	0	336
Soybeans	197	59	332	437	236	185	51	64	626
<b>Total</b>	<b>373</b>	<b>207</b>	<b>180</b>	<b>8,537</b>	<b>5,710</b>	<b>150</b>	<b>118</b>	<b>97</b>	<b>6,874</b>
<b>Interior</b>									
Wheat	7	19	34	934	1,028	91	164	104	1,218
Corn	106	123	86	2,559	5,578	46	176	118	6,115
Soybeans	174	117	149	2,420	3,492	69	151	68	4,204
<b>Total</b>	<b>287</b>	<b>259</b>	<b>111</b>	<b>5,913</b>	<b>10,098</b>	<b>59</b>	<b>78</b>	<b>89</b>	<b>11,538</b>
<b>Great Lakes</b>									
Wheat	9	0	n/a	680	371	183	107	54	481
Corn	0	0	n/a	0	56	0	n/a	0	56
Soybeans	71	67	105	230	320	72	82	77	713
<b>Total</b>	<b>80</b>	<b>67</b>	<b>119</b>	<b>910</b>	<b>747</b>	<b>122</b>	<b>89</b>	<b>65</b>	<b>1,250</b>
<b>Atlantic</b>									
Wheat	0	22	0	663	341	195	113	161	341
Corn	15	29	50	150	135	111	1,365	248	143
Soybeans	77	52	147	830	708	117	69	88	1,460
<b>Total</b>	<b>92</b>	<b>103</b>	<b>89</b>	<b>1,643</b>	<b>1,184</b>	<b>139</b>	<b>164</b>	<b>157</b>	<b>1,944</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	444	561	79	29,256	22,708	129	176	142	26,040
Corn	658	790	83	15,361	26,972	57	151	97	30,230
Soybeans	2,272	1,626	140	21,080	27,969	75	72	84	42,035
<b>Total</b>	<b>3,374</b>	<b>2,976</b>	<b>113</b>	<b>65,696</b>	<b>77,650</b>	<b>85</b>	<b>106</b>	<b>100</b>	<b>98,305</b>

<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

<sup>2</sup> Total includes only port regions shown above; Interior land-based shipments now included.

Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://www.gipsa.usda.gov)); YTD= year-to-date; n/a = not applicable

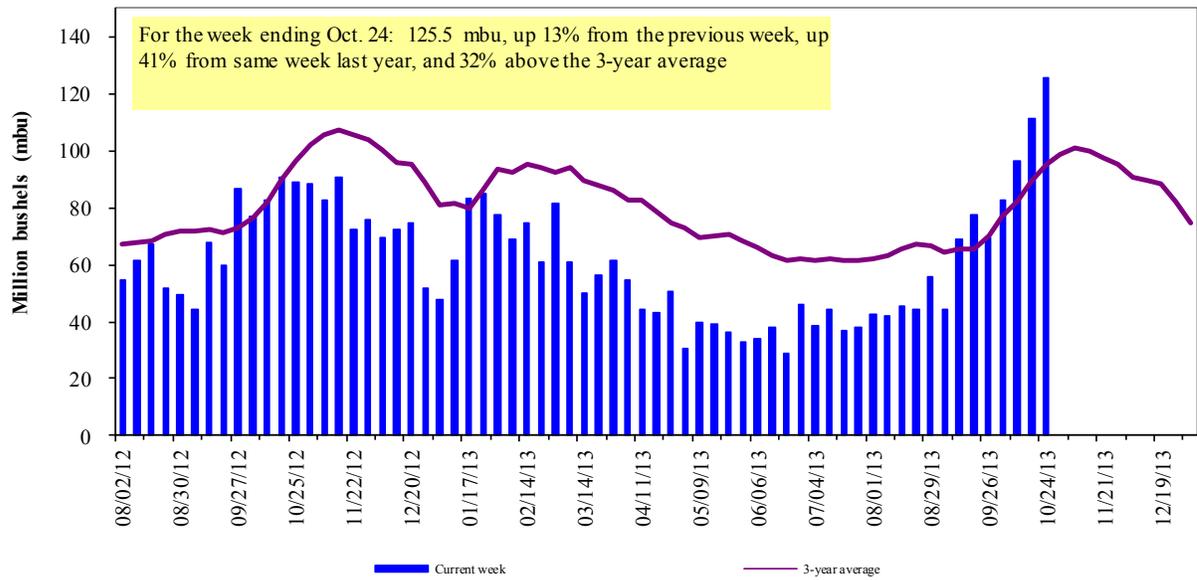
---

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 56 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2012.

---

Figure 14

**U.S. grain inspected for export (wheat, corn, and soybeans)**

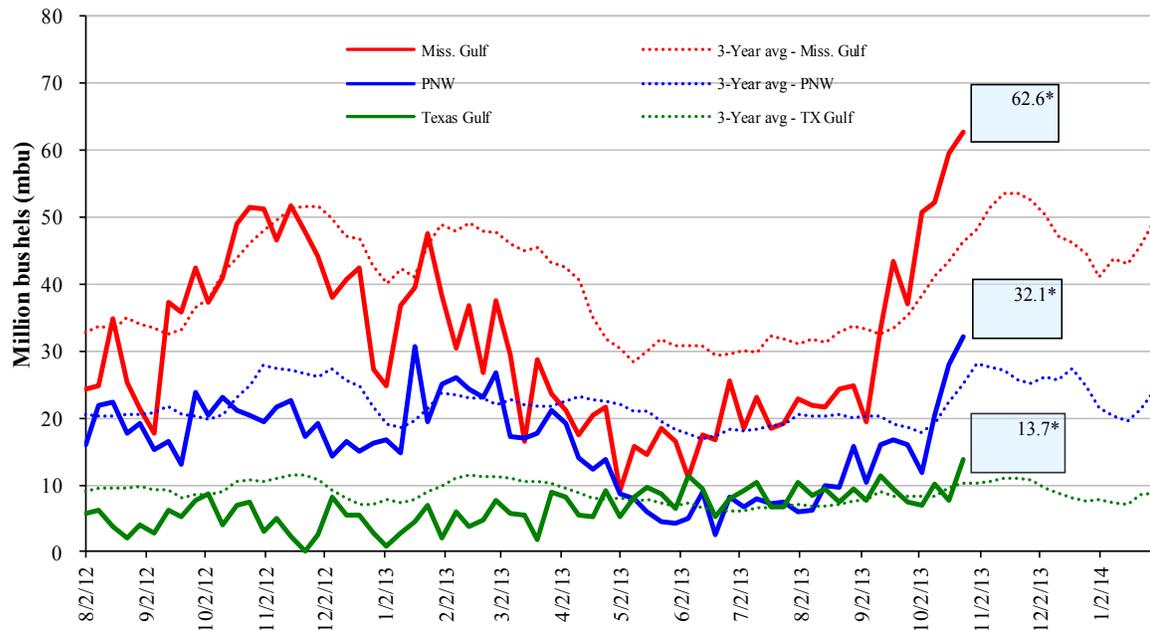


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); \*mbu, this week.

Oct. 24 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 5	up 80	up 14	up 15
Last year (same week)	up 22	up 81	up 29	up 58
3-yr avg. (4-wk mov. avg.)	up 31	up 57	up 35	up 26

# Ocean Transportation

Table 17

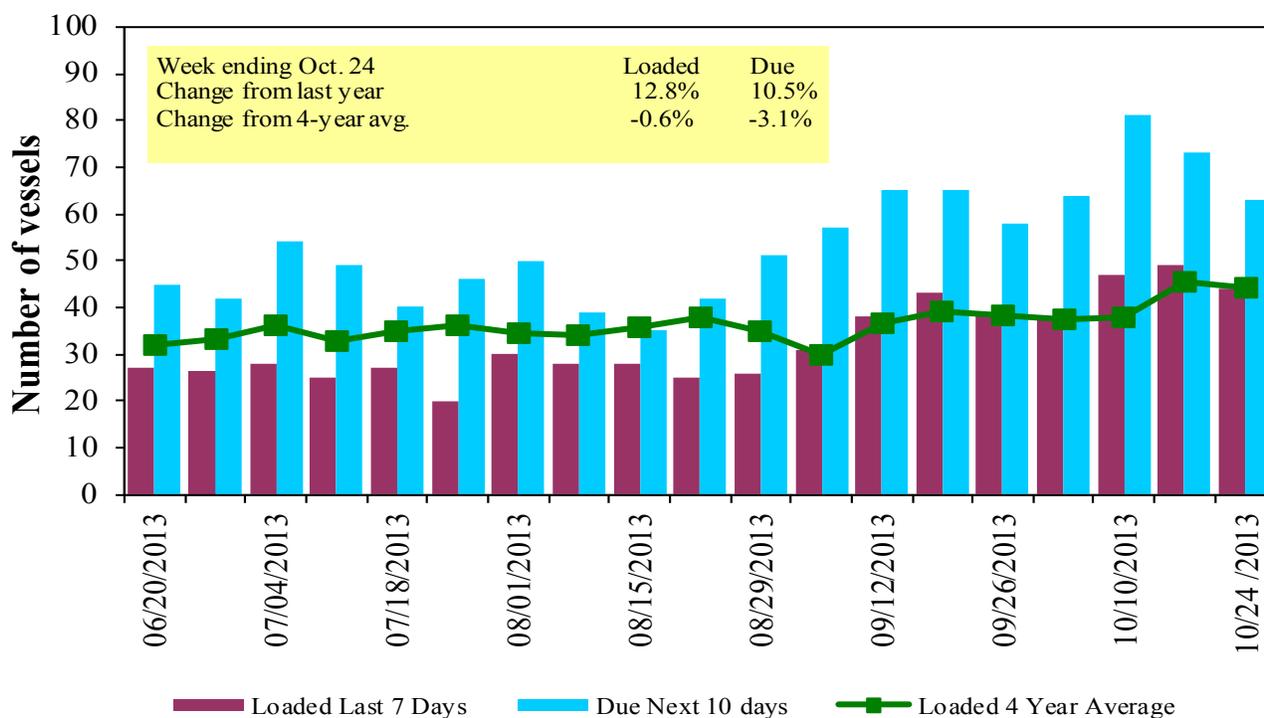
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
10/24/2013	56	44	63	20	n/a
10/17/2013	55	49	73	20	n/a
2012 range	(13..50)	(13..46)	(27..78)	(4..20)	n/a
2012 avg.	28	33	46	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

**U.S. Gulf<sup>1</sup> Vessel Loading Activity**

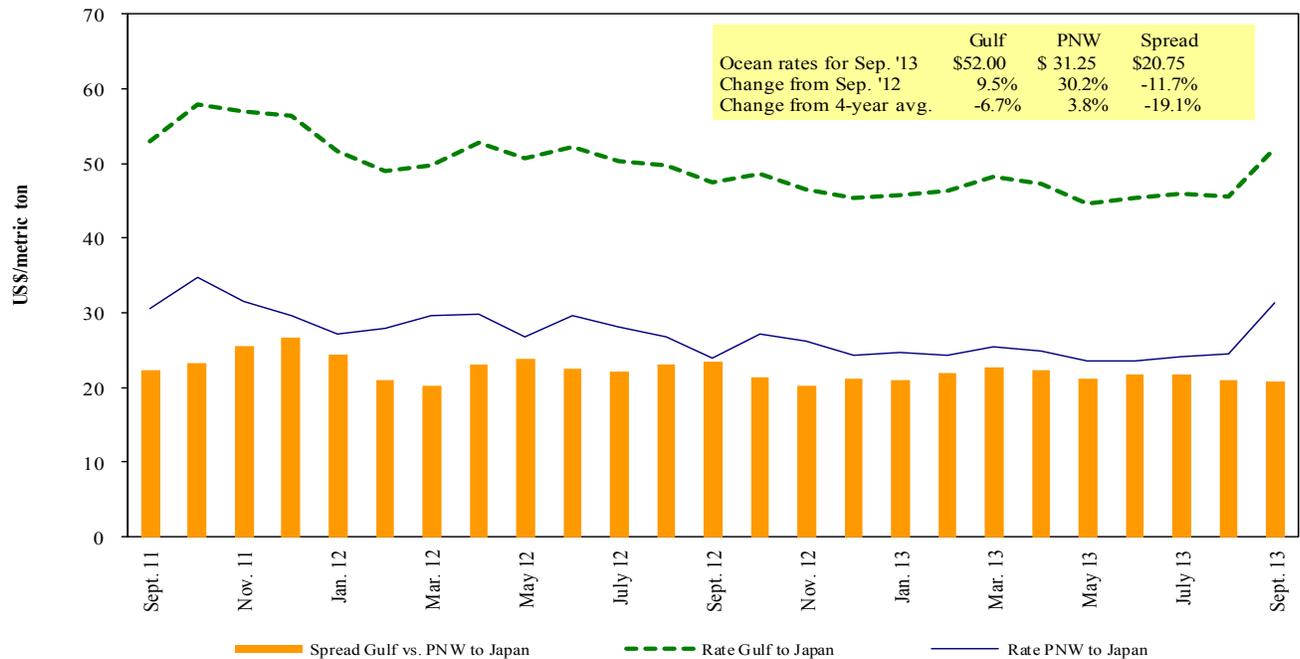


Source: Transportation & Marketing Programs/AMS/USDA

<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

## Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

## Ocean Freight Rates For Selected Shipments, Week Ending 10/26/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Nov 1/10	55,000	53.00
U.S. Gulf	China	Heavy Grain	Nov 1/7	53,000	52.50
U.S. Gulf	China	Heavy Grain	Nov-Dec	55,000	49.50
U.S. Gulf	China	Heavy Grain	Oct 1/Dec 31	55,000	33.00
U.S. Gulf	Djibouti <sup>1</sup>	Wheat	Nov 4/14	23,300	126.92
PNW	Italy	Heavy Grain	Jul 31/Aug 3	70,000	30.50
Brazil	China	Heavy Grain	Aug 20/30	60,000	34.25
Brazil	China	Heavy Grain	Aug 1/15	60,000	34.75
Brazil	Indonesia	Grain	Sep 29/Oct 4	73,000	29.10
Brazil	Morocco	Corn	Oct 25/Nov 5	29,000	20.50
Brazil	Morocco	Corn	Sep 25/30	30,000	20.00
Brazil	S. Korea	Heavy Grain	Aug 14/19	60,000	35.50
France	Algeria	Wheat	Sep 20/30	25,000	25.00
France	Algeria	Wheat	Sep 15/25	25,000	23.75
France	Saudi Arabia	Barley	Aug 1/5	64,000	29.50
Germany	South Africa	Wheat	Aug 20/25	31,000	33.50
River Plate	China	Heavy Grain	Aug 1/10	60,000	39.50
Russia	Saudi Arabia	Barley	Aug 15/20	60,000	23.75
Ukraine	Italy	Corn	Oct 30/31	25,000	26.00

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

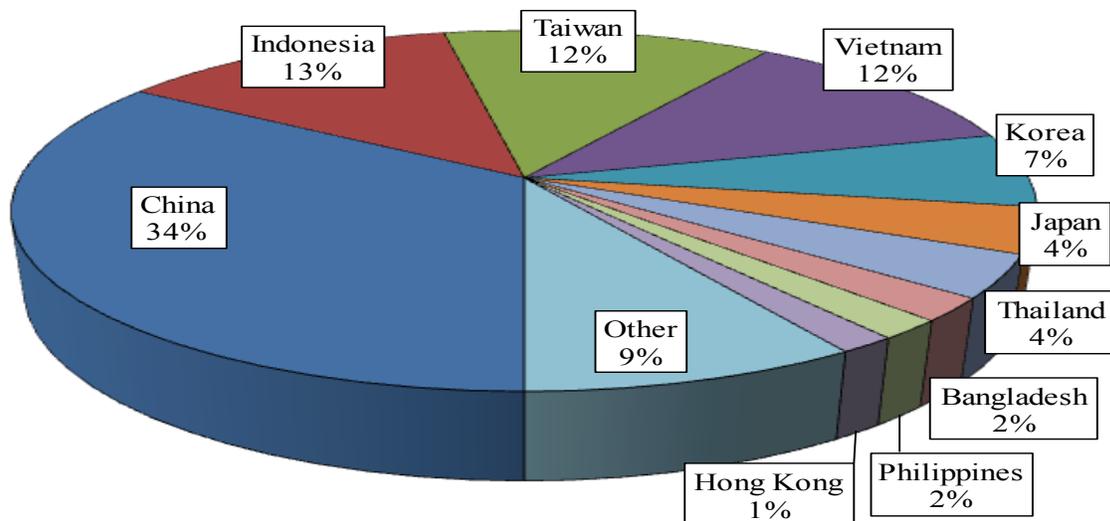
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. (www.maritime-research.com)

In 2012, containers were used to transport 8 percent of total U.S. waterborne grain exports, up 1 percentage point from 2011. Approximately 66 percent of U.S. waterborne grain exports in 2012 went to Asia, of which 11 percent were moved in containers. Asia is the top destination for U.S. containerized grain exports—96 percent in 2012.

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, May 2013**

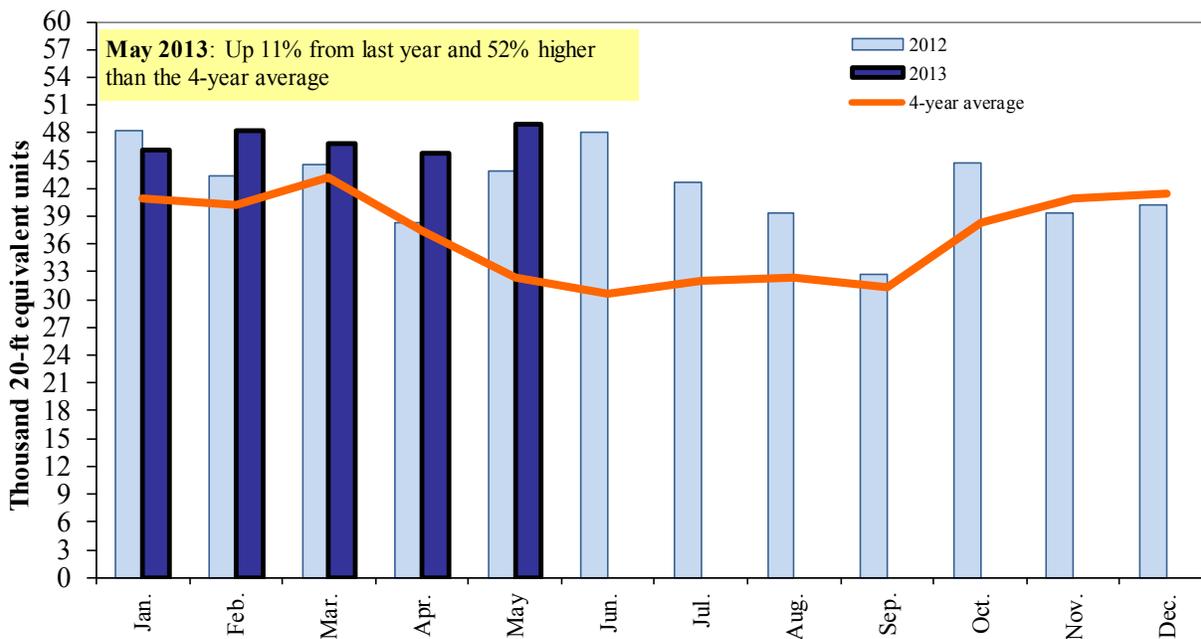


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

# Contacts and Links

## Coordinators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
Pierre Bahizi	<a href="mailto:pierre.bahizi@ams.usda.gov">pierre.bahizi@ams.usda.gov</a>	(202) 690 - 0992
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Weekly Highlight Editors

Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374
Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430

## Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
-------------------------------	--	------------------

## Rail Transportation

Marvin Prater	<a href="mailto:marvin.prater@ams.usda.gov">marvin.prater@ams.usda.gov</a>	(202) 720 - 0299
Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Barge Transportation

Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

## Truck Transportation

April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374
--------------	--	------------------

## Grain Exports

Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244

## Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor (Container movements)	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

**Subscription Information:** Send relevant information to [GTRContactUs@ams.usda.gov](mailto:GTRContactUs@ams.usda.gov) for an electronic copy (*printed copies are also available upon request*).

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. October 31, 2013. Web: <http://dx.doi.org/10.9752/TS056.10-31-2013>

The U.S. Department of Agriculture (USDA) prohibits discrimination in all of its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD).